INDEXA

Helping to Make DX Happen Since 1983

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A 501(c)(3) non-profit organization for the enhancement of amateur radio, worldwide peace, and friendship

A Message from Bob Schenck, N2OO President INDEXA

Hello fellow DXers, both chasers and the chased! I hope everyone is enjoying the recent upswing in sunspots that brings us great openings on my favorite bands, those all above 20 meters! Let us not forget to mention that the E Season on 6 meters this past summer was tons of fun as well! My biggest excitement here this past year was working China, South Korea and Australia on the magic band! Believe me, 6 meter openings to those entities from my perch on the New Jersey coastline are very rare. What fun! The SteppIR works fine on 6 meters!

As for DXpeditions to the rarest of the rare, things continue to be very slow mostly due to the slow recovery from the COVID-19 pandemic and all the things tied to it. But there does seem to be some life out there as we have started to see a fair number of DXpeditions organized for more accessible semi-rare entities. INDEXA's policy is to consider supporting DXpeditions going to the top 60 entities as calculated on ClubLog's most wanted list using 1. No Mode Filter 2. All Bands 3. Global Log. We also consider *worthy* DXpeditions from the top 61-100 for modest support on a case by case basis. Such a case was for the recent ZL7/K5WE DXpedition to Chatham Island that is highlighted in this newsletter. At the time of the application, Chatham was #82. Due to their successful activity Chatham has dropped to #90.

INDEXA is supporting 4 upcoming DXpeditions from the ClubLog top 60.

#2 ClubLog: 3Y0J DXpedition to Bouvet Island January 2023.
On schedule. Website: https://www.3y0j.no

#3 ClubLog: FT5W (Call TBD) DXpedition to Crozet December 2022-January 2023.
On schedule. Website: http://crozet2022.r-e-f.org/home.html

#29 ClubLog: W8S DXpedition to Swains Island. Originally delayed due to COVID restrictions.
Current projected date March 2023. Website https://swains2020.lldxt.eu/home/

#50 ClubLog: CY0S DXpedition to Sable Island. Originally delayed due to COVID-19 restrictions.
Current projected dates March 20-29, 2023. Website: https//t-rexsoftware.com/cy0s/index.htm

We at INDEXA want to thank our members for their continued generous support! It is our membership that makes it possible for us to support DXpedition projects to the rarest of the rare entities around the globe!

73!
See ya' in the Pileups!
Bob Schenck, N2OO
President, INDEXA

inside... ***In this Issue we cover W9DXCC / 5T and ZL7 Mini DXpedition and VU4W DXpedition. Plus updates on some 2023 DXpeditions in the works.***

CY0S—Sable Island News
March 20-29, 2023

The 2023 Sable Island CY0S DXpedition team is very pleased to announce a very generous offer from a well known DXer and DXpeditioner. This DXer has offered to match any donations to the CY0S DXpedition from this point forward until arrival on the Island on March 20, 2023. For example, if a contributor donates $100 to the DXpedition, this $100 will then be matched for a total of $200.! The DX'er making the match offer wishes to remain anonymous but wanted to support this DXpedition in a unique and special way. The CY0S team is very grateful and thankful for this tremendous show of support for our DXpedition effort.

The CY0S team is hard at work on the antennas for the DXpedition. Yagi antennas will be used for 10-20 meters. A Hygain LJ-105CA, ten meter monobander has been assembled and checked out. A Hygain LJ-153BA, 15 meter monobander has been assembled and checked out. This week, a Hygain 203-BA, 20 meter monobander will be assembled and checked out. The Cushcraft A3WS 12/17 duobander has been back ordered but is expected to be shipped to us in January from our major sponsor DX Engineering. Bob K4UEE will be building our low band antenna system, again with major support from DX Engineering.

The team is continuing to manage and fine tune gear based on the very strict weight limitations for the DXpedition. The team is limited to a total of 2965 lbs, which includes the weight of the operators, radio gear, antennas, antenna mast, long mast stakes for the loose sand, coaxial cables, food (freeze dried/MRE's) and personal gear. Every pound of weight counts and this is a huge challenge.

Repair work has begun on Sable Island from the damage from intense hurricane Fiona. Sable Aviation, one of our partners, is busy flying siding, roofing materials and construction personnel to the island. Repairs are expected to be completed this Fall.

DXpedition Website: https://t-rexsoftware.com/cy0s/index.htm

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INDEXA

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From the Editor:
If you have an article that you would like to share with INDEXA please pass along and I will consider it for the Spring Issue. We have Bouvet/Crozet/Swains and Sable Island coming in 2023. Support these DXpeditions and any upcoming DXpeditions in 2023.

73,

Steve KI4KWR

Contest Participation from 5T in DXpedition Style

The last edition of the Worked All Europe DX Contest (WAEDC) for CW was held during the 2nd full weekend of August (August 13th and 14th 2022). Although this contest is maybe not so familiar outside of Europe, many leading contesters claim the WAEDC to be the most challenging contest of the year. Being a true blue DX contest, only intercontinental QSOs between DX and Europe are counted (exception is the RTTY part). Therefore the number of DX QSOs here may be similar to the amount of DX usually worked in the CQWW.
The contest holds a unique feature, which is QTC-traffic. This QTC-traffic adds much fun and another operating challenge to the contest. Here the DX stations transfer real telegrams to the European stations. These telegrams contain data of previously logged QSOs. Each of these records count as one additional point for the sender and the receiver, given that the complete record was logged correctly. Thus, a DX station can actually double its score by sending QTCs. Some European stations, and not only the leading ranks, gain more than 70 percent of their score from QTC traffic.
However, like in any other contest one has to take care about the number of multipliers too. From a DX point of view these are the WAE entities. For the European stations multipliers come from DXCC entities worked and the numerical call areas of several big countries (BY, JA, PY, W, VE, VK, ZL, ZS). Because multipliers are counted per band and on the low bands they count more than on the high bands, there is significant activity also on 40m and 80m. Apart from that, every contact is a DX QSO!
Johannes (PA5X / 5T5PA) is a Project Manager for a large Dredging and Marine Contractor from the Netherlands and was during the last 3 years supervising the dredging of the 25km access channel towards the country's main iron ore export and loading facility near Nouadhibou. After being active from Mauritania (5T) as 5T5PA for the last 3 years, Johannes relocated for work and only kept a remote station (Yaesu FTDX 101MP + SCU LAN-10) with limited connection and antenna possibilities in the country. Due to a work visit and a return to 5T, coinciding with the contest weekend, the possibility arose to participate in the WAEDC contest CW in August 2022.Initially the plan was to setup a station in the hotel in the city of Nouadhibou, however after getting the permission and installing
a G5RV antenna on top of the roof, the QRM turned out to be S9.
Having much experience with working off the grid and setting up a portable station, Johannes decided to shift the operations towards the remote location of Cap Blanc, where an old lighthouse right next to the Atlantic Ocean provided a perfect DX location. The area adjacent to the lighthouse was previously used by 5T5PA and 5T2KW (Evert PA2KW) during their small low band DX pedition (October 2019), and being a peninsula is the perfect location.
With the assistance of his local contact and friend Sidi, he managed to setup the station complete with generator and antennas from the top of the lighthouse within a few hours. Sidi has been a great help over the past years and had also provided great assistance to 5T3WW (Dima RA9USU) and 5T1GM (Gerben PG5M) during their respective visits to 5T and their joint operations with 5T5PA.

Loading the car with all equipment needed for the DX pedition style contest participation

Transport, 4kW diesel generator, food, desk, chair and sleeping arrangements were arranged locally, whereas sufficient coax cable, headset and paddle were brought from PA. The Yaesu FTDX 101MP was already in the country and was just moved to the lighthouse.
The lighthouse was a familiar place for both Johannes and Sidi, not only due to earlier HAM radio operations in the vicinity, but also due to the fact that it was used as base station for hydrographic surveys conducted on a daily basis while dredging the access channel towards the iron ore loading facility located nearby. In addition, Johannes had setup his WSPR beacon (part of the worldwide WSPR beacon Project) on the top of this lighthouse.

The setup for this contest operation consisted of:

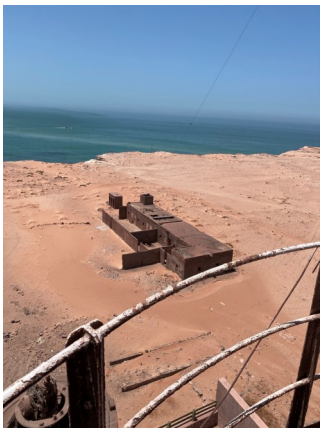
Rig:	Yaesu FTDX 101MP	Paddle: Begali Adventure dual
Headset:	Heil Sound Pro 7	
Antennas:	G5RV (from top of lighthouse, pointing towards EU)	
	HyEndFed multiband (previously installed on the lighthouse for WSPR beacon)	

(Continued on Page 4….)

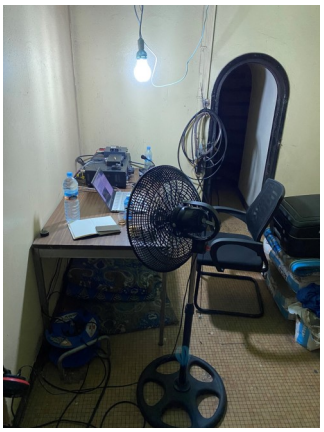
Lighthouse at Cap Blanc peninsula near Nouadhibou, Mauritania

Once everything was installed and operational it was a relief to have S0 of QRM on all the bands and it was time to start operating in the contest. The FTDX 101MP was set to 100W to participate in the Single Operator Low category. Being a beginner in CW it was not so much about the score, the main reasons to participate were the fun and enjoyment of being operational from this great location and being active as the only active station from 5T, specially for this contest. Due to limited time available the participation lasted only 24 out of the 48 hours, but despite this there was still a top 20 result for the stations outside of Europe category and the highest rank for stations from Africa. Also many EU stations were eager to make a contact and add 5T to the yearly CQDX Marathon.
It was great fun to participate and be on the best side of the pile-up again. Thank you for those who participated and hope that more will join the fun of setting up a station in an interesting DXCC if and where possible.
73 de Johannes (PA5X / 5T5PA)

As newly elected Director of INDEXA coming from the Netherlands and having been active from various locations in Africa, one of Johannes (PA5X) focus points is also to highlight interesting topics from the other Continents.



Atlantic Ocean view and antenna wire from the top of the lighthouse at Cap Blanc



Station setup in the lighthouse with fan against the heat and flies and light for night-time operations

Cooking in the back of the car

ZL7/K5WE DXpedition to Chatham Island September 2022

By Jeff Martin – K5WE

In the Spring of 2022 it had been over two years since I had gone anywhere on DXpedition. Travel had been difficult due to the Covid pandemic. I was eager to go somewhere, work some pileups. In May of 2022, I decided upon the Chatham Islands, a possession of New Zealand in the South Pacific. At that time, Chatham was number 81 on the Clublog Most Needed List. I built a website and began making preparations for a September operation.

At the closest point, the Chatham Islands lie 465 miles from mainland New Zealand. The original inhabitants of the Chatham Islands were the Moriori who are estimated to have arrived on the Island they named "Rekohu" some 1000 years ago. The first European to arrive on the Chatham Islands was Lieutenant William Robert Broughton of the British Royal Navy. Lieutenant Broughton landed in 1791 and took possession of the Islands in the name of King George III. The island was named after Lieutenant Broughton's ship, the HMS Chatham. European sealers and whalers later landed and built bases. The Maori from mainland New Zealand invaded "Wharekauri", the Maori name for the Chatham Islands, in 1835. The main industries on the island are farming, mostly sheep and cattle, and fishing. The population is a little more than 600 people.

I was joined on this trip by my son, Scott - KD5GEY. Our journey began on Tuesday 6Sept2022, Scott flying from his home in Bozeman, Montana and Jeff from his QTH near Tulsa, Oklahoma. We met in Auckland, New Zealand in the early morning of Thursday 8Sept. While at the Auckland airport I bought a cell phone and a pre-paid data plan from one of the local cell providers. This was to be our hotspot and provide internet access. It worked well. That afternoon we took the Air Chathams weekly flight from Auckland to Chatham Island, arriving late afternoon. We were met at the Chatham airport by Sally, who drove us to our rental house which was about 45 minutes away on gravel roads.

The evening of Thursday Sept 8th we unpacked and set up the operating position inside the house. It was too late to do any work outside. Friday morning I put the Hexbeam together. We paused antenna construction to make a run to town for groceries. The rental house came with an older Isuzu 4x4 vehicle to drive. The town of Waitangi has the only 2 stores on the island with groceries. Waitangi is 36 miles away on gravel roads. It takes one hour to get there. We stocked up on groceries at the two stores and headed back to the house, which is located on the northeast tip of the island. While atone of the stores, we met Stu, ZL7STU. Stu came in the store just as we were attempting to check out with the store clerk. Stu came over and said, "Are you K5WE?" I had expected to pay for the groceries with a Visa card, but the store only took some kind of NZ bank debit card or cash. We didn't have any New Zealand dollars at that time. So, in true ham spirit, Stu paid our grocery bill. I later paid him back via PayPal. Thanks Stu!

Jeff K5WE at the Operating Position

Back at the house, we got the Hexbeam installed on a push up mast up about 25 feet. The first QSO was made with OH4SS at 0737Z on 9Sept. ZL7/K5WE worked stations for a couple hours, and then we got some sleep.

I was up at 4AM on Friday. Prop on 20 was poor, nothing on CW, few on FT8. Got outside after the sun came up and got the Crank-IR Vertical and the 160 Dipole installed. The weather these first few days was very nice, sunny and not much wind. That was soon going to change.

We discovered that the area immediately in front of the house was travelled by fishermen with their trucks, trailers, and boats to the landing where they put their boats in the water. So, we couldn't put any antennas in front of the house. There wasn't room for the 30 meter dipole, the 40 meter dipole, or the Receive Loop array antenna so they didn't go up. The 160 dipole was just hung along whatever tree or bush we could find. It did not work well at all. So, we had 20-10 meters on the Hexbeam and 80-10 meters on the Crank-IR. Keep in mind that a band change on the Crank-IR involves manually adjusting the length of the vertical element and the radial element; it's not a quick, easy process, especially at night in bad weather…

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We started working the pileups... The first major problem we encountered was with the logging programs. We had multiple programs talking to each other and some of the time the export of log data was failing. We had hoped to use Clublog livestream so users could have a real time view of stations logged.

After some research and testing with the software programs, we decided to quit using livestream and began consolidating the logs manually and doing a daily upload to Clublog. That's what we did for the duration of the DXpedition.

As I said before, the weather was nice the first couple days. Then the wind picked up. There was a warning of gale force winds. Early Tuesday morning I noticed the Hexbeam was damaged, the 20 meter wire was broken and hanging down. After the sun came up we lowered the Hexbeam for repair. The 20 meter element had a broken string between the wires. Also, the support string that holds up one of the spreaders blew away, we couldn't find it. We repaired the 20 meter element and built a new spreader support string. Also that morning I was seeing high SWR on 30 meters on the Crank-IR. The vertical wire element of the Crank-IR was stuck on one of the clamps and everything was wet. It was still very windy. So we lowered the Crank-IR and wrapped all the clamps with tape to prevent the vertical element wire from hanging up on the clamps. Then we put the Crank-IR back up vertical.

Mid-day on Tuesday, Scott and I made another run for groceries and sight-seeing. We drove on to the other end of the island to a spot called Owenga. We got some nice photos of the crashing waves and the sheep by the seashore. The island is T shaped with Waitangi on the west side and our house near Kaingaroa in the Northeast corner. The large Te Whanga Lagoon takes up much of the center of the island

Jeff working on the Hexbeam

On Wednesday morning 14 Sept, Chris - ZL7DX came out to the house for a visit. Chris had been helpful with local info via email. Later on, Scott and I drove to Kaingaroa and also drove the gravel roads to West Waitangi doinga little sight-seeing and picture-taking... There are only a couple of miles of paved roads on the island, entering and through the town of Waitangi, the rest is gravel. It's a pretty remote place... With an island population in the 600's, there are many, many more sheep than people…

My daily routine included getting up usually somewhere around 3-4AM. One thing I didn't get much of on this trip was sleep... hi... First chore was to go outside and fire up the generator. Oh yeah... the house ran on generator power for electricity. While outside I would shine my flashlight up at the antennas to see if everything was still there... Much of the time it was very windy and drizzling rain. Temperature was often in the 40's F. Back inside I would build a fire in the wood burning stove. Another daily activity was splitting the wood for the wood burning stove... hi... The only heat in the house was from the wood burning stove or the stove top burners on the cook stove. It was still winter in the Southern Hemisphere, spring would not arrive until September 22nd. Usually my next activity was consolidating the logs and doing an upload to Clublog…By-the-way, thanks very much to Michael - G7VJR for providing the Ham community with Clublog, it's a great resource... Then I would get on the air…

I'd like to say a few words about operating practices. My favorite mode is CW. This was my first DX Trip where FT8 QSOs outnumbered CW QSOs. Part of that was Scott helping out with FT8. We could operate 2 radios at the same time on different bands, same sequence, on FT8. I still like CW... I learned in my early days of DXing that a key to working DX is "Listening". That still applies today. Listen, listen, listen, figure out the DX stations' routine. Usually on CW I work split, listening up 1 to 2, or maybe slightly higher depending on the number of stations calling. Tip: If you hear me saying up up or up up up that means spread out - go up a little more. Another tip: Call me one time and stand by, more times than not, I get your callsign on the first time you call. If you clearly hear me call you (you copied your callsign), don't send me your callsign 2 or 3 more times. If I called you, I have your callsign, just send me a report and maybe TU so I can move on. If you hear me call someone else, stand by until that QSO is finished. Get in the DX station's rhythm, it will make things go faster for everyone and put more QSOs in the log... One last thing. Many times I noticed a sending station's first dit would get cut off. An example, R1AA would come across as N1AA or SV1AAA would be IV1AAA. I don't know if this is because of VOX or a break-in delay setting or what, but it happened so often it was noticeable... Thanks for listening folks, I'll get off my soapbox... hi…

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On Friday morning I discovered the string on the 20 meter element of the Hexbeam had broken on the other side, in another place. It still worked using the antenna tuner so I deferred maintenance for a while. The hanging 20 meter wire also affected the SWR on 17 meters, so on Sunday morning I decided to lower the antenna again and repair the 20 meter element. About 30 minutes after fixing the 20 meter element, the 17 meter element string broke the same way. It looked burnt. I began to think RF and this damp salty environment was causing the breaks. Sunday afternoon I repaired the 17 meter element string on the Hexbeam.

Scott KD5GEY at the Operating Position

Sunday evening I had a nice run beginning about 5:30PM and lasting until about 7:40PM on 80 meters. Many Europeans and some W's were worked. After 7:40PM the band just died.

Some may ask, "Why not more activity on the low bands?" Well, there are some reasons. 160 was a bust, the antenna just didn't work. I only heard a few stations, worked one VK and a couple JA's. Several times I listened on 160 and 80 at sunrise or sunset, hearing very little. 80 meters was on the Crank-IR, which meant going out in the weather to change bands. Conditions on all bands were fairly poor in the mornings from the South Pacific. I saw the same thing when I operated from Easter Island as XR0YS. The best conditions on all bands were in the local evenings. My priority from the beginning was putting QSOs in the log. So, consider this, we have a good run going on FT8 on 2 radios on 2 bands, lots of folks are calling us. To change bands on the Crank-IR would require going outside, walking up the hill, usually in rain and high wind, adjusting the vertical element and the radial element, coming inside to test, then maybe go adjust again. So, sometimes a decision was made to just stay put, keep putting QSOs in the log on the bands we were on... We did make 462 QSOs on 60 meters; hopefully a few DXers got a new one on that band…

On Tuesday afternoon 3:15PM local 20Sept22, I had just come inside from taking some videos of the water and the beach near the QTH. The wind was howling and cold... Just before I went out I was on 15 meters CW for a while. When I walked back up to the house I found the Hexbeam 15 meter element string broken in two places, with the element wire hanging down from the antenna. So, that's 5 breaks in 3 elements. It must have something to do with the RF and the salty moisture. I decided not to fix it, it was too close to quitting time. On Wednesday morning 3:47AM local 21Sep22, I went outside to fire up the generator. The wind was strong and cold out of the north with a drizzling rain. I shined my flashlight up at the antennas and guess what? The Crank-IR had fallen over. One of the guy ropes had broken. I spent the next hour repairing the guy rope and repairing the broken radial string and getting everything back up in the vertical position. I thought, "I will operate a few hours and then begin tearing down and packing." The guy rope, actually heavy string, was broken up near where it was tied off, and right where it often came into contact with the vertical element wire when blowing around in the wind. I think RF on the vertical element eventually burnt through the string, or weakened it enough it broke in the wind...

Wednesday morning, the property owner where we stayed, Stuart, gave me a tour of "the farm". If you look on the map of the island and see where I've marked "QTH" up on the NE corner, that whole NE corner peninsula is owned by Stuarts' family. It's a sheep farm. They have thousands of sheep. It's impressive. After returning from the tour about 11:30 AM, I began tear down of the station and antennas. It was raining harder than it rained the whole time we were there. I was soaked, and of course the wind was blowing and it was cold. Finally got everything packed away by 10 PM in 7 pieces of luggage.

At 8:30 AM Thursday the Air Chathams plane left for Auckland. That evening my Air New Zealand flight left Auckland for Houston, a couple hours after arrival in Houston, my United flight took me on home to Tulsa. It was about the same local time when I arrived on Thursday evening as it was when I left Auckland…

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Here are some operating statistics of the ZL7/K5WE DXpedition:

ZL7/K5WE QSOs by Continent

Continent	*Total QSOs*	*%*
Africa	52	0.3
Asia	5136	28.1
Europe	8271	45.2
North America	4190	22.9
Oceania	423	2.3
South America	233	1.3
Totals	18305	100

Going into this DXpedition, statistics showed that Chatham was more needed by Europe than the other population centers. The antipode for Chatham Island is in Southern France, so much of Europe is near equal distance long path or short path to Chatham. I was actually surprised by the good propagation on all bands to Europe. We ended up with a larger percentage of QSOs with Europe, 45.2%, than the other continental areas. I was also a little surprised with the lack of propagation to NA. Perhaps the time difference could account for this, my propagation generally wasn't good in the mornings local time and by the time is was good in the afternoon or evening, it was late night, early morning in NA. Asia was always loud...

ZL7/K5WE Band/Mode QSOs

Band	*FT8*	*CW*	*FT4*	*SSB*	*Total*	*Total %*
160	4	0	0	0	4	0.00%
80	109	0	0	0	109	0.60%
60	462	0	0	0	462	2.50%
40	1041	835	0	0	1876	10.20%
30	3055	1238	169	0	4462	24.40%
20	3506	1150	89	303	5048	27.60%
17	1128	643	0	20	1791	9.80%
15	1674	611	0	0	2285	12.50%
12	1016	373	0	0	1389	7.60%
10	622	257	0	0	879	4.80%
Totals	12617	5107	258	323	18305	100.00%

ZL7/K5WE Daily QSO Count

Date	Total QSOs
21-09-2022	23
20-09-2022	1568
19-09-2022	1730
18-09-2022	1851
17-09-2022	1268
16-09-2022	1493
15-09-2022	1806
14-09-2022	1507
13-09-2022	1869
12-09-2022	2235
11-09-2022	1277
10-09-2022	1214
09-09-2022	464
Total QSOs	18305

Current QSO count is 18,305 QSOs. I hope we put on a good show... We encountered more weather, hardware, and software problems than I anticipated, but we worked through them... It was great having my son Scott - KD5GEY join me in this adventure. I'd like to thank all our sponsors, The Oklahoma DX Association, The International DX Association, The Clipperton DX Club, The Greater Milwaukee DX Association, The European DX Foundation, The Carolina DX Association, The GM DX Group, The Twin City DX Association, The German DX Foundation, The Southeastern DX Club, The Swiss DX Foundation, The Willamette Valley DX Club, The Chiltern DX Club, The Danish DX Group, and all the individuals who have financially supported the ZL7/K5WE Chatham Island DXpedition. We appreciate you! Also thanks to all the Deserving DXers for all the QSOs... It was fun... Hope to CU Again... 73, Jeff - ZL7/K5WE

For more information see the DXpedition website: www.k5we.com/zl7-k5we

W9DXCC 2022 Convention

The W9DXCC 2022 convention, the 69th edition, (https://w9dxcc.com/) took place over a span of 2 days: September 16 & 17 in the Chicagoland area, a 30 min drive from the Chicago O'Hare International airport.
The attendance was about 25% lower than the previous edition but the new convention venue this year at the Marriott Naperville Hotel was excellent, with the hotel staff and the W9DXCC Committee doing an amazing job.
Elecraft, Flex Radio and ICOM were present at the convention and the participants were able to browse through their products and ask questions. As usual the radio equipment vendors sponsored many of the raffle prizes. Flex Radio offered a Flex 6400 as the main raffle prize.
ICOM had on display the new IRIDIUM satellite walkie-talkie style radios, sometimes called satellite PTT (IC-SAT100) that will be used for the first time on a DXpedition, during the Bouvet Island DXpedition in January/February 2023.
NCDXF, an important supporter of many DXpeditions, had a unique display with rocks collected from many DXCC entities. One was able to see rocks from really rare DXCC entities such as P5 (North Korea) and 3Y0/B (Bouvet Island).
Friday was a busy day at W9DXCC, a day filled up by the DX University and Contest University talks and presentations about a myriad of subjects ranging from how to setup a beginner contest station to advanced topics on how to design a winning contest strategy or how to get a rare DX in the log.
The DX and Contest forums were a good opportunity for the participants to ask questions and get answers from accomplished DXers and Contesters such as Craig, K9CT and Glen, W0GJ.
Saturday was the day with lots of interesting back-to-back presentations.
Paul, F6EXV, had a presentation via Zoom from France about the upcoming (December 2022) one-man-DXpedition to the rare entity of Crozet Island.
Dick, N6AA, one of the few people in the world that operated from ALL CQ ZONES, amazed everyone in the room with his accomplishment.
The 3Y0J team gave a rundown on the logistics and the current status on the preparations for the much anticipated DXpedition to Bouvet Island. The team also drawn the winners of their online raffle.
Glen, W0GJ, gave an interesting presentation regarding the provenience of the NCDXF's rock collection from many DX entities around the world and the NCDXF's 50th anniversary.
During the Saturday evening banquet, the main event of the convention, the W9DXCC organizers presented INDEXA with a donation of $2000.
The 3Y0J Bouvet Island DXpedition team also received a donation of $2500 from the NIDXA.
3Y0J is one of the DXpeditions also supported by INDEXA, with the largest INDEXA donation ever, of $15K.
The DX conventions are an important venue in supporting DXpeditions. It allows organizations such as INDEXA to support and promote DXpeditions and DX activities, which otherwise would have a hard time raising the necessary funds.
Tim K3LR, the CEO of DX Engineering and an avid supporter of DXpeditions, was the W9DXCC Banquet Keynote Speaker and he talked about the current status of our hobby, DXing, DXpeditions and presented new ideas to attract the younger generation to our hobby. A quick statistic showed that although almost everyone in the room had an Extra license, just a couple of participants were younger than 45 years old, an alarming situation for our hobby.
Beyond the presentations, raffle prizes and product showcasing, the DX conventions are an excellent way to meet old friends and make new ones. In the end that is the core of our hobby, amateur radio, the greatest hobby in the world!

By Adrian Ciuperca, KO8SCA
September 2022

INDEXA director Adrian, KO8SCA, receiving the W9DXCC committee donation for INDEXA

ICOM is displaying the new IC-SAT100 PTT Iridium Satellite Radio

Apr 28 – May 16, 2022

Andaman Islands

https://www.lral.lv/vu4w/

On 28th of April I started my journey Riga – Helsinki – Delhi with Finnair. On the way to Andaman Island I had to stay in Delhi for two days where I planned to use this time for sightseeing. After stepping outside of airport, I realized the very hot temperatures outdoors about +42 to +44˚C. I changed my plans and stayed in hotel instead.

In the evening of May 1st I had flight to Andaman Island. Plane landed in Port Blain airport the next morning. Temperature was around +32˚C and also you could feel the humid sea climate there so it was challenging. Taxi brought me to hotel "*Princess Beach resort*" that was 28 km away from the airport. This hotel was chosen to be the most suitable for expedition and previous expeditors VU4G worked from there as well. John G4IRN also suggested it for me.

From VU4 it's allowed to operate only for amateurs with VU callsigns. In the license we were three operators, however, Indian friends did not join because of work matters.

Port Blain airport

DXpedition shack

Hotel staff welcomed me very friendly and showed me a room that I declined. After explaining my needs for the space for antennas, they proposed me a conference room for additional cost that was located in a separate building next to the yard with palm trees. This actually was good location because antenna cables could be much shorter than intended. Sleeping quarters were shown in a different room. Right after settling in I started setting up LBS vertical and shortly realized that I wouldn't be able to complete it until

the dark so I left it for the next morning. Instead I worked on 40-10 m vertical intended for FT8 so I could make first QSO`s as midnight stepped in and license for VU4W was ok. While unpacking my gear I found out that K3 screen was smashed and this probably happened while the hand bag felt from the seat on the plane. So, transceiver was broken, however, I solved this problem by connecting it to computer that allowed me to change frequencies. For the remaining DXpedition I used this K3 only for FT8. First QSO is completed right after midnight with YB3BBF.

Vertical RA6LBS

The next morning, I start setting up the Spiderbeam antenna and complete it by midday. I chose the location right next to the fence because other places were covered with palm trees. After setting it up it had SWR > 5 on all bands. I checked the antenna and found the problem – broken transformer cable. After fixing it was good and I started to work on CW upper bands. In the evening I went to take some sunset pictures for QSL cards. I was lucky to do it then because this was the only evening with clear sky. The rest of the time was rainy with clouds.

Spiderbeam

The Wednesday morning I started with setting up LBS vertical. Weather was windy and foggy as the monsoon season was about to begin – two months of rain and no sun. We also received weather warnings for storm and heavy rains in South of Andaman Island for the next day.

The next day I started with setting up beverages behind the hotel fence next to the jungle. Weird noises came from there while I worked and I didn't venture deeper in the jungle because of wild crocodile risks. In the end, beverages were 120 m long. During the night wind picked up and started to tear down coconuts from the trees. Their falling and hitting on roof made loud noises like firing from a gun. From now on electricity interruptions also were frequent and at least 10 times a

day for 10-20 minutes till local generator was switched on. This was the reason for unexpected disappearances from frequencies.

Yard with antennas

On 5th of May I uploaded log and it was ~6500 QSO`s. Internet was accessible only in the reception hall that was 300 m away from the shack. In order to talk with XYL and also to set correct time I walk there every evening. Dinner was usually served at 7pm and some of the evenings I was the only visitor there. Some more visitors came only on weekends. During the day outside was +30 to +33°C and very humid. When working with antennas I had to change shirts often.

For the following days the aim was to work more on lower bands. On Sunday 8th of May first 300 QSO`s were made on 80 m CW and 40 m FT8. Propagation changed every day and for the worst. On Monday I tried for 6 m and managed to get only 6 QSOs with Japan. Later I uploaded the log and in total it was 7732 CW and 10092 FT8 QSO`s. The targeted QSO count was set 30000 for the expedition to reach Mega DXpedition standards by GDXF.

I received message from WSJT development team with question why I only operate with MSHV software instead of WSJX Fox mode. I had MSHV from previous expedition 3DA0WW because this was the only software that worked with non-standard callsigns. Other problem was that I didn't have internet connection at all times and couldn't provide my frequency for Fox mode. For this moment I operate only on standard FT8 frequencies. I know it's not the optimal solution, however, for this situation I didn't have other options.

Celebrational dinner

YL2GM, behind yard with antennas and shack, dense jungle in the far back

Remaining days went by in usual routine. On Saturday 14th of May I made last QSO. Goal was reached and the total QSO count was 33577. Unfortunately, not many contacts on SSB and majority of them on FT8 which is todays reality. On Sunday I took down antennas and packed all my gear. My biggest concern was the falling coconuts and if they would hit your head than in best case scenario it would be injury for life. In the evening I had celebrational dinner and photo with chef and personnel. Monday morning taxi took me to airport from where I had flight back home. From humid +30°C in Andaman Island back to Delhi +43°C. Little shopping for small gifts on the way back home from Delhi – Helsinki – Riga. Expedition is concluded and now huge work for QSL printing and dispatching.

Thanks to everyone who supported this DXpedition and who worked with us. See you soon in the next one.

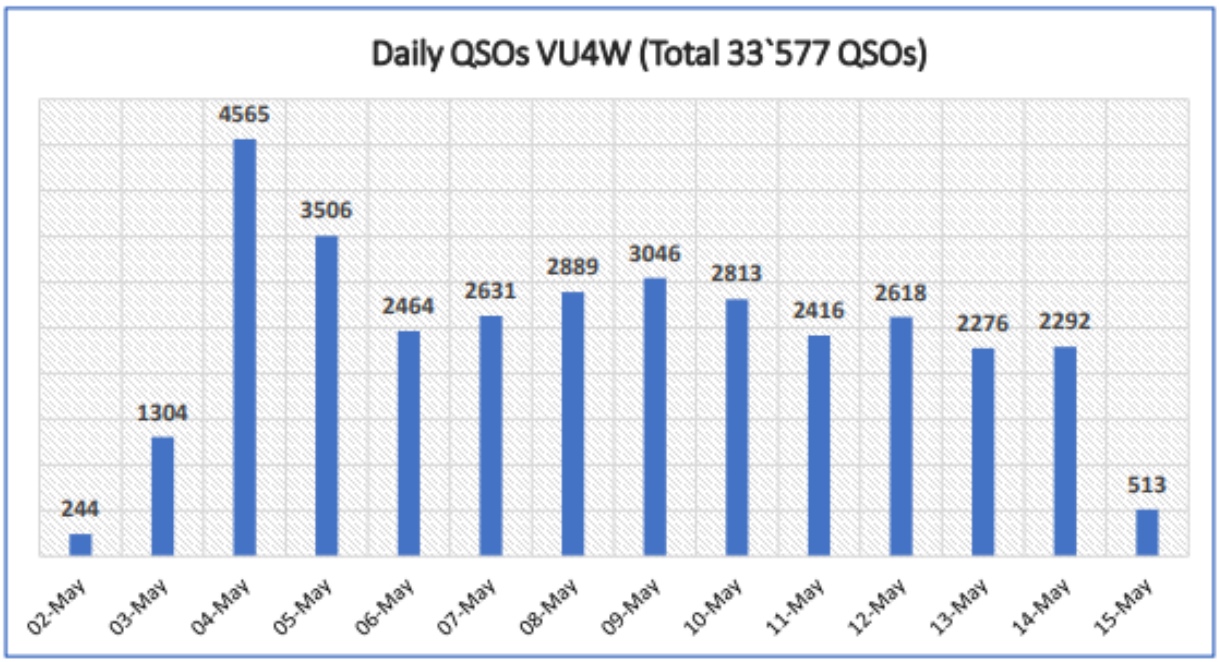
Juris /YL2GM/

QSL card

Main DXpedition supporters

KU4NY, CT1FCX, K9LA, JI1WMI, DM2HK,
JA8UIV, YL3FT, W2OR, JA6GPR and others.

STATISTICS



Band/Mode breakdown VU4W

Band	CW	FT8	SSB	Total	Total %
160	232	151	0	383	1.1%
80	901	1227	0	2128	6.3%
60	0	155	0	155	0.5%
40	699	1514	0	2213	6.6%
30	1041	1778	0	2819	8.4%
20	2800	3603	545	6948	20.7%
17	2329	4095	0	6424	19.1%
15	2551	3476	302	6329	18.8%
12	1524	1755	0	3279	9.8%
10	1469	1425	0	2894	8.6%
6	0	5	0	5	0.0%
Totals	13546	19184	847	33577	99.9%

DXCC by Band/Mode breakdown VU4W

Band	CW	FT8	SSB	Total
160	32	31	0	38
80	56	64	0	69
60	0	37	0	37
40	63	73	0	79
30	61	78	0	80
20	90	103	55	110
17	83	96	0	105
15	86	90	47	107
12	62	67	0	75
10	67	60	0	73
6	0	2	0	2
Totals	108	119	67	133

Continent by Mode VU4W

Band	SSB	CW	FT8	Total	Total %
AF	7	68	75	150	0.9%
AN	0	0	0	0	0.0%
AS	99	3405	8230	11734	14.8%
EU	664	9274	8880	18818	58.5%
NA	57	481	934	1472	19.4%
OC	9	241	828	1078	2.0%
SA	11	77	237	325	4.4%
Totals	847	13546	19184	33577	100.0%

Expedition website: https://www.lral.lv/vu4w/

INDEXA Secretary/Treasurer Hal W8HC and member Gregg W6IZT operating from the JW0A Svalbard DXPEDITION in September.

Latest DXpedition News

Bouvet Island 3Y0J

3Y0J DXpedition to Bouvet Island - Press Release #11

Press Release #11 from 3Y0J team
3Y0J DXpedition to Bouvet Island

Amateur Radio DXpeditions (ARD) is making great progress for our upcoming 3Y0J Bouvet DXpedition! With only four months left until we go onshore Bouvet, we approach September that will come with two major milestones for us.

One major milestone is the shipping of the Container from Norway that is scheduled on September 18th. From Oslo the container will be shipped to Falkland Island where a team of local hams lead by Don VP8ON will make an effort to inspect the content before our arrival.

The 3Y0J team is currently busy packing all our equipment at our staging site at Oslo airport, where we for the next few weeks will finalize the packing of the equipment. This will end an extremely busy period for us.

We have been through 12 months of purchasing, assembling, testing, and packing the equipment. The team has worked hard, and ultimately shipping the container will complete this intensive period of work that will enable us to achieve our goal to activate the rare #2 DXCC Bouvetøya. Rest assured this is a well-planned DXpedition!

We have detailed out the logistic plan and have made a few changes. Among the improvements are:

- We have bought yet another outboard engine enabling us to use two zodiac boats simultaneously during beach landing to speed up the unloading of gear. In addition, we have a 3rd spare zodiac and engine. Having a pair of zodiak's is a great advantage to us as we have developed a plan for going onshore Bouvet even for a short weather window down to 2h.
- We have swapped the Yanmar generators with 5 kW Hyundai generators that will enable us to run full station setup with only 2 out of 4 diesel gens. It means that we are less dependent on a long duration of good weather to achieve a good setup.
- We have carried out a risk analysis and identified 37 hazards and assessed the risk for each hazard. 10 hazards are identified as "high" risk and 17 "medium", all which have been mitigated to an acceptable residual risk level. We have prepared a plan for rationing of food and water in case resupplies are difficult, and when we unload operators and equipment onshore Bouvet, they will be self-sufficient for 28 days without needing resupplies.

The second milestone for September is the payment of the 3rd deposit for the Marama contract. This payment is a major commitment from the team and our sponsors individual and clubs, that we together will make this happen. We thank each and every one of you who have contributed to pay a share of the vessel cost to have the opportunity to work Bouvet. We still need $70,000 to be able to go to Bouvet. If you want to see Bouvet activated, please consider to donate.

You can follow our plans from our website and the 3Y0J Facebook pages:

http://www.3y0j.no
https://www.facebook.com/groups/3093983840726129

Thank you, Oslo Aug 30th 2022

Ken Opskar LA7GIA, Co-Leader
Rune Oye LA7THA, Co-Leader
Erwann Merrien LB1QI, Co-Leader

Club Log DX Report

Band	QSOs	% DX	Graph
160M	7,201	23.25	
80M	45,010	12.69	
60M	11,838	33.73	
40M	145,602	25.68	
30M	55,479	55.25	
20M	162,550	43.72	
17M	61,682	73.71	
15M	128,903	67.64	
12M	107,509	74.77	
10M	286,680	76.25	
6M	16,234	66.85	
4M	6	33.33	
2M	3,890	6.63	

Mode	% Use	QSOs	Graph
FT8	58.49	606,908	
CW	14.48	150,256	
SSB	12.54	130,096	
FT4	8.34	86,490	
RTTY	5.32	55,233	
FM	0.31	3,268	
MFSK	0.21	2,213	
PSK	0.08	810	
WSPR	0.07	715	
DYNAMIC	0.05	522	
DIGITALVOICE	0.02	226	
JT65	0.01	142	
AM	0.01	100	
SSTV	0.01	70	
MSK144	0.01	61	
PKT	0.01	54	
All other	0.05	492	

Rank	Prefix	Entity Name
1.	P5	DPRK (NORTH KOREA)
2.	3Y/B	BOUVET ISLAND
3.	FT5/W	CROZET ISLAND
4.	BS7H	SCARBOROUGH REEF
5.	CE0X	SAN FELIX ISLANDS
6.	BV9P	PRATAS ISLAND
7.	KH7K	KURE ISLAND
8.	KH3	JOHNSTON ISLAND
9.	3Y/P	PETER 1 ISLAND
10.	FT/G	GLORIOSO ISLAND
11.	FT5/X	KERGUELEN ISLAND
12.	YV0	AVES ISLAND
13.	VK0M	MACQUARIE ISLAND
14.	ZS8	PRINCE EDWARD & MARION ISLANDS
15.	KH4	MIDWAY ISLAND
16.	PY0S	SAINT PETER AND PAUL ROCKS
17.	PY0T	TRINDADE & MARTIM VAZ ISLANDS
18.	KP5	DESECHEO ISLAND
19.	VP8S	SOUTH SANDWICH ISLANDS
20.	KH5	PALMYRA & JARVIS ISLANDS

CLUBLOG

This report is sent to the Club Log Google Group every 7 days.

It's also available daily at 14:30Z from https://clublog.org/dxreport.html

It contains a summary of band conditions and activity, based on the data that you and other Club Log users have uploaded. If you have any suggestions or feedback on this report, please email Michael G7VJR at michael@g7vjr.org

INDEXA is on Social Media and AmazonSmile as "International DX Association"

(Logos are active directly to webpages)

amazon smile

INDEXA QR Code for Membership Application

HYPERLINKS ARE ACTIVE.

Just click on ads to be taken to their website.